

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-235**

**8 APRIL 2015**



***Flying Operations***

***FORWARD AREA REFUELING POINT  
(FARP) OPERATIONS***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations* and Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. It establishes policy for supporting and performing aircraft Forward Area Refueling Point (FARP) operations. It defines responsibilities of MAJCOM staff functions and subordinate organizations, Air Force Special Operations Command (AFSOC), Air Mobility Command (AMC), Air Combat Command (ACC), Air National Guard (ANG) and Air Force Reserve (AFR) units. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW AFMAN 33-363, *Management of Records*, and are disposed of IAW the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>. This publication requires the collection, maintenance or dissemination of information protected by Privacy Act (PA) of 1974. The authorities to collect and or maintain the records prescribed in this publication are Title 10 *United States Code*, Chapter 857, Executive Order 9397 (SSN), *Numbering System for Federal Accounts Relating to Individual Persons*, 30 Nov 1943 as amended by Executive Order 13478, *Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers*, November 18, 2008. Forms affected by the PA have an appropriate PA statement. System of records notice F011 AF XO, *Aviation Resource Management System (ARMS)* applies and is available at <http://privacy.defense.gov/notices/usaf/>. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). Submit requests for waivers through the chain of command IAW

**paragraph 1.3** of this AFI. This publication may not be supplemented below MAJCOM level. Direct all recommended changes, conflicts, suggestions, or recommendations via the AF Form 847, *Recommendation for Change of Publication*, to the Office of Primary Responsibility (OPR) from the field through the appropriate functional chain of command. Supplements must be routed to the OPR of this publication for coordination prior to certification and approval.

## **SUMMARY OF CHANGES**

Updated office symbols throughout the AFI, established expiration date for AF Form 4066, *Forward Area Refueling Point (FARP) Site Survey* (**Paragraph 4.2**), added temporary site recertification guidance for combat/contingency operations (**Paragraph 3.4.4**), added receiver aircraft survey guidance (**Paragraph 3.7.6**), added ST certified surveyor (**Paragraph 4.2.1**), provided guidance for updating existing surveys (**Paragraph 4.5**), updates distances and FARP layouts based on the FAM Cart 2000 configuration (**Attachments 2-9**). Tier requirements have been annotated.

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## Chapter 1

### POLICY

**1.1. General.** Units selected by their MAJCOM will certify aircrews and ground support personnel for FARP operations using the guidance in this instruction. (T-2)

1.1.1. FARP is the overall mission with the primary purpose of transferring fuel from a tanker aircraft with one or more engines running. The FARP aircraft and crew bring all required equipment to conduct the specific refueling operation, and will include some or all of the following: refueling hoses, manifold cart, fire extinguishers, water jugs, and hose deployment personnel (HDP). Hot refueling is receiving fuel from any source with one or more engines operating. Hot refueling includes fuel transfer from internal aircraft fuel tanks, auxiliary tanks, or internally loaded fuel bladders, such as the Aerial Bulk Fuels Delivery System (ABFDS) with or without Alternate Capability Equipment (ACE). When the ABFDS is equipped with ACE, fuel transfer to another aircraft is possible. FARP operations are normally conducted at night in an austere environment. A comprehensive mission briefing and strict compliance to guidance and procedures will ensure an expeditious and safe refuel or defuel operation. (T-2)

**1.2. Requirements.** The following actions are mandatory prior to any type aircraft being employed in FARP or hot refueling operations:

1.2.1. A System Safety Engineering Analysis (SSEA) of the operation is performed by AFMC/SES in coordination with the MAJCOM safety office. Reference TO 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, and AFI 91-202, *The US Air Force Mishap Prevention Program*. AFMC/SES is the approval authority for SSEA reports. (T-2)

1.2.1.1. Technical data for performing these operations, including appropriate aircrew procedural checklists, are written, validated (validation often occurs in association with the SSEA), and published. (T-2)

1.2.2. The following actions are mandatory prior to the employment of FARP operations by designated unit personnel:

1.2.2.1. The requirements of **Paragraph 1.2** are completed for designated unit aircraft type.

1.2.2.2. Completion and certification of FARP site survey. (T-2)

1.2.2.3. MAJCOM certification of unit execution of required training using the MAJCOM or unit produced training program. (T-2)

1.2.2.4. MAJCOM certification of initial cadre personnel performing FARP operations. (T-2)

**1.3. Waivers.** Waiver authority for the contents of this instruction is MAJCOM/A3. The MAJCOM processing the waiver will coordinate with all participating MAJCOMs possessing aircraft, equipment, and personnel involved in the FARP operation. (T-2)

1.3.1. Tier requirements refer to waiver authority based on level of risk.

1.3.1.1. Tier 0” (T-0): Requirement has been determined by non-AF authority; waiver authority is non-applicable or external to AF.

1.3.1.2. “Tier 1” (T-1): Non-compliance with this requirement puts Airmen, commanders or the USAF strongly at risk of mission or program failure, death, injury, legal jeopardy or unacceptable fraud, waste or abuse. The waiver authority is the MAJCOM/CC, delegable no lower than MAJCOM Director, with the concurrence of the AFI Certifying Official.

1.3.1.3. “Tier 2” (T-2): Non-compliance with this requirement may degrade mission or program effectiveness or efficiency and has potential to create moderate risk of mission or program failure, injury, legal jeopardy or unacceptable fraud, waste or abuse. The waiver authority is the MAJCOM/CC (delegable no lower than MAJCOM Director).

1.3.1.4. “Tier 3” (T-3): Non-compliance with this requirement may limit mission or program effectiveness or efficiency and has a relatively remote potential to create risk of mission or program failure, injury, legal jeopardy or unacceptable fraud, waste, or abuse. The waiver authority is the Wing / DRU / FOA CC (delegable no lower than Group/CC or equivalent).

## Chapter 2

### ROLES AND RESPONSIBILITIES

#### 2.1. HQ AFSOC/A3V, HQ AMC/A3DJ, and HQ ACC/A3TW:

- 2.1.1. Manage all FARP operations, including establishing procedures and developing checklists.
- 2.1.2. Establish a headquarters team to perform command certification of FARP training programs and initial cadre of personnel. Areas to be certified will include classroom familiarization training, hands on training which simulates FARP by performing all tasks without aircraft engines running, and an actual FARP operation. The team chief will be a representative from HQ AFSOC/A3V, HQ AMC/A3DJ, or HQ ACC/A3TW. Members include MAJCOM representatives from Operations, Logistics (Fuels) and Safety. Additional members are included at the discretion of the team chief.
- 2.1.3. Evaluate compliance with servicing checklist procedures, conduct inspections of fuel servicing equipment, and review applicable support agreements.
- 2.1.4. A unit is normally command certified only once. HQ AFSOC/A3V, HQ AMC/A3DJ, or HQ ACC/A3TW will determine if recertification and/or additional training is required. If different aircraft are received, existing servicing procedures change drastically, a complete decertification of unit personnel occurs, or new servicing equipment is introduced.
- 2.1.5. Request SSEA and coordinate accomplishment of the analysis with AFMC/SES.
- 2.1.6. Assist in accomplishing SSEAs and oversee implementation of recommendations.
- 2.1.7. Maintain a case file of SSEA reports.
- 2.1.8. Disseminate SSEA reports to subordinate organizations as appropriate.
- 2.1.9. Assist in development and technical evaluations of fuel servicing procedures and support equipment in coordination with HQ AFSOC/A4RE, HQ AMC/A4RE, HQ ACC/A4RE.
- 2.1.10. Forward SSEA related checklists to HQ AFMC/SES for HQ USAF approval.
- 2.1.11. Review FARP training program.
- 2.1.12. Periodically evaluate units FARP capabilities during scheduled MAJCOM/NAF inspections and no-notice visits. Inspection of other MAJCOM assigned units will not be accomplished without affected MAJCOM/A3 approval.
- 2.1.13. HQ AFSOC/A3V will approve all FARP site certifications and maintain the master listing of all approved FARP surveys. (T-2)
- 2.1.14. Identify, evaluate, and procure equipment to improve FARP operations in association with HQ AFSOC/A4RE, HQ AMC/A4RE, and HQ ACC/A5P.
- 2.1.15. Coordinate FARP operations with other MAJCOMs and services. **Note:** Units conducting FARP will be responsible for any cost incurred for cleanup and taxiway/runway repairs directly related to fuel spills as a result of their FARP operations.

**2.2. HQ AFSOC/A3T/A3V, HQ AMC/A3T/A3DJ, and HQ ACC/A3TW/A3TO:**

2.2.1. Each MAJCOM approves its respective FARP training programs, develops and distributes classroom training material, and provides guidance for initial and continuation training in appropriate instructions.

**2.3. HQ AFSOC/A3V, HQ AMC/A3V, and HQ ACC/A3TV:**

2.3.1. Review FARP training program.

2.3.2. Periodically evaluate units FARP capabilities utilizing Aircrew Standardization and Evaluation Visit (ASEV) and conduct no-notice visits.

**2.4. HQ AFSOC/SE, HQ AMC/SE, and HQ ACC/SE:**

2.4.1. Augment certification and inspection teams, when required.

**2.5. HQ AFSOC/IG, HQ AMC/IG, HQ ACC/IG, and HQ AFRC/IG:**

2.5.1. Include FARP operations in inspection scenarios for appropriate units at MAJCOM discretion.

**2.6. HQ AFSOC/A4RE, HQ AMC/A4RE, HQ ACC/A4RE:**

2.6.1. Assist HQ AFSOC/A3V, HQ AMC/A3DJ, and HQ ACC/A3TW in the management of all FARP operations, including establishing procedures, development of appropriate checklists, and FARP site survey approval.

2.6.2. Ensure command to command agreements are developed and updated periodically to cover all FARP requirements. Include at a minimum: personnel requirements, equipment inspections and maintenance, fuel support, and training requirements.

2.6.3. Develop, distribute, update, and monitor the training program and equipment for Hose Deployment Personnel (HDP).

2.6.3.1. Develop FARP policy, training standards and requirements for HDPs.

2.6.3.2. HQ AFSOC/A4RE will work with HQ AMC/A4RE, and HQ ACC/A3TO to develop FARP policy, training standards, and requirements for HDPs.

2.6.4. Manage AFSC 2F0X1 HDP personnel positions that are AFSOC/AMC/ACC PEC coded to each host fuels flight for FARP activities.

2.6.5. Augment inspection teams and provide technical evaluation of equipment, checklists, and training programs.

2.6.6. Serve as approval authority for deployment of AFSOC/AMC/ACC-owned equipment.

2.6.7. Assist in development and technical evaluations of fuel servicing procedures and support equipment in coordination with HQ AFSOC/SE, HQ AMC/SE, HQ ACC/SE.

2.6.8. Assist in the technical evaluation of new refueling equipment.

2.6.9. Serve as the command focal point for refueling equipment Material Deficiency Reports and Quality Deficiency Reports.

**2.7. HQ AFSOC/A7XF, HQ AMC/A7XF, and HQ ACC/A7XF:**

2.7.1. Provide technical assistance for the certification of proposed FARP sites.

2.7.1.1. Review AF Form 813, *Request for Environmental Impact Analysis*, where a non-DOD facility is the FARP location.

2.7.2. Provide guidance for FARP fire protection requirements as prescribed in TO 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, and AFI 32-2001, *Fire Emergency Services Program*.

## **2.8. Special Tactics Units (ST):**

2.8.1. Provide team members for FARP site surveys. ST team members will conduct FARP site surveys utilizing the criteria listed in [Chapter 3](#). (T-2)

2.8.2. Provide Air Traffic Control (ATC) services at FARP sites when conventional ATC services are not available. Every effort will be made to include ST in FARP operations. When ST is involved in FARP operations, they are in charge of all aircraft movement in and around the FARP site to include marshaling of aircraft, positioning and repositioning to and from their holding site, and FARP points. (T-2)

2.8.3. Provide FARP surveyor training and certification to civilian GS employees, contractors, and/or temporary contractors hired by DOD to perform survey specific duties. (T-2)

## **2.9. Wings/Groups:**

2.9.1. Supplement this instruction to outline local procedures, any additional precautions for FARP operations that are necessitated by local conditions, and responsibilities of each functional area providing support. Forward supplements to HQ AFSOC/A3V/A4RE, HQ AMC/A3DJ, HQ ACC/A3TW, and HQ AFRC/A3TR. (T-2)

2.9.2. Establish an OPR for all FARP operations. The OPR must be actively involved in FARP operations. Inform HQ AFSOC/A3V, HQ AMC/A3DJ, HQ ACC/A3TW, and HQ AFRC/A3TR of assigned OPR. (T-2)

2.9.3. Organize a base site certification team to perform permanent FARP site surveys. Prepare a support agreement or a Memorandum of Agreement (MOA) to address support requirements of the host base when required IAW AFI 25-201, *Support Agreements Procedures* (see [Attachment 10](#), [Figure A10.4](#)). (T-2)

2.9.4. Ensure a continuation training and certification program for unit personnel is established. (T-2)

2.9.5. AMC Operations Group Special Operations (OGS) units will program and fund TDY expenses for fuels personnel supporting bilateral training operations. (T-2)

## **2.10. Designated Units:**

2.10.1. Establish an OPR for FARP operations. The OPR must be actively involved in FARP operations. Inform wing/group of assigned OPR. (T-2)

2.10.2. Maintain a continuation training and certification program for unit personnel. (T-2)

2.10.3. Identify FARP site requirements and forward to wing/group OPR. (T-2)

## **2.11. Fuels Personnel:**



2.11.1. Fuels FARP program managers will report personnel and equipment status to HQ AFSOC/A4RE, HQ AMC/A4RE, HQ ACC/A4RE as outlined below. Shortfalls will be reported to higher headquarters by after action report with recommended corrective actions to HQ AFSOC/A4RE, HQ AMC/A4RE, HQ ACC/A4RE. (T-2)

2.11.2. Report Hot Refueling equipment status: type, quantity, number on hand and on order. FARP units will submit this report to HQ AFSOC/A4RE, HQ AMC/A4RE, and HQ ACC/A4RE weekly. (T-2)

2.11.3. AF Form 4132, *FARP Hose Deployment Personnel (HDP) Training Report*. This form will be used to track personnel FARP training. Units will submit a weekly report to HQ AFSOC/A4RE, HQ AMC/A4RE, HQ ACC/A4RE identifying training status of FARP personnel and equipment status. Unit FARP program manager will maintain the original/signature copy of AF Form 4132 for each of their units FARP team members and update as required. (T-2)

2.11.4. AF Form 4134, *Forward Area Refueling Point (FARP) Budget Requirement*. Complete a summarized report of budget requirements, equipment maintenance, TDYs, Pro Gear, and other miscellaneous items. AFSOC units will submit this report annually to wing or group Resources Advisers and courtesy copy HQ AFSOC/A4RE. AMC units will submit this report directly to HQ AFSOC/A4RE annually (1 Apr). ACC units will submit this report directly to HQ ACC/A4RE annually (1 Apr). Ensure compliance with AFI 23-201, *Fuels Management*. (T2)

## Chapter 3

### FARP SITE CERTIFICATION

**3.1. FARP Site Types.** Sites fall into two categories: permanent and temporary. Both sites require certification prior to FARP operations. Exercise planners will ensure that proposed FARP sites are certified prior to start of exercise. (T-2)

3.1.1. Unit requesting a FARP survey will perform the initial coordination with the airfield manager before the site survey team departs to accomplish the certification. (T-2)

**3.2. Permanent Sites.** An on-scene FARP site survey will be accomplished by MAJCOM//Wing/Group. A FARP site certification team will select and certify the proposed site. (T-2)

3.2.1. The permanent site certification team will consists of the following: (T-2)

3.2.1.1. ST or ST-certified FARP surveyor.

3.2.1.2. A FARP qualified loadmaster/Special Mission Aviator (SMA) with extensive knowledge of FARP operations and procedures.

3.2.1.3. A safety member from the unit or host safety office familiar with refueling safety requirements and aircraft taxi operations.

3.2.1.4. A FARP qualified 2F0X1 knowledgeable of requirements and equipment.

3.2.1.5. A member from the host airfield management office, familiar with aircraft ramp requirements, airfield safety, and clearance criteria.

3.2.1.6. A representative from the host Environmental Management Office that is familiar with local environmental requirements and concerns.

3.2.1.7. A host fire chief or senior fire representative familiar with aircraft crash, rescue and fuel servicing fire protection requirements.

**3.3. Environmental Impact Analysis (Permanent Site).**

3.3.1. CONUS Sites. Send AF Form 813, *Request for Environmental Impact Analysis*, or sister service equivalent, to the installation environmental planning function as early in the site selection process as possible. (T-2)

3.3.2. Overseas Sites. Complete AF Form 813 or host country equivalent. Reference the Foreign Guidance Standards, Status of Forces Agreement, treaties and/or Overseas Baseline Guidance Document, in completing the AF Form 813. At a minimum the airfield manager will certify using a MOA that all local environmental standards and criteria have been met. Include MOA with package. (T-2)

**3.4. Temporary Sites.** Temporary sites allow site certification and use for specific exercises and bare base operations. Temporary sites anticipated for recurring use, more than twice in a 1 year period for training, become recurring sites and require permanent certification.

3.4.1. The temporary site certification team will consist of the following: (T-2)

3.4.1.1. ST or ST-certified FARP surveyor and a FARP qualified loadmaster/SMA with extensive knowledge of FARP operations. If available, include a FARP qualified 2FOX1 knowledgeable of requirements and equipment.

3.4.2. The survey team will coordinate with the airfield manager or their designated representative for site survey requirements. (T-2)

3.4.3. The survey team will coordinate with the host fire chief or senior fire department representative familiar with aircraft rescue and fuel servicing fire protection requirements. (T-2)

3.4.4. Use of a temporary site for subsequent exercises will require recertification prior to each use. Recertification of previously certified temporary sites will be accomplished by annotating the date of recertification, exercise name, inclusive dates of use, ST or ST-certified surveyor, reviewer and approval authority signature on a memorandum for record (MFR). Attach MFR to the front of AF Form 4066, *Forward Area Refueling Point (FARP) Site Survey*. (T-2) **Exception:** The frequency of use is not restricted for temporary sites certified for combat/contingency operations and do not require permanent certification; however, units will ensure no changes have occurred on the ground prior to returning to a previously certified site. (T-2)

**3.5. Environmental Impact Analysis (Temporary Site).** The airfield manager will confirm that all local environmental standards and criteria have been met. Exercise sponsor is responsible for ensuring that the environmental impact analysis has been completed.

**3.6. Certification Criteria.** Consider the following criteria when conducting FARP site certification:

3.6.1. Minimum distance between tanker/receiver aircraft and aircraft parking areas, buildings, and mass refueling/unit parking area is 200 feet as prescribed in TO 00-25-172, Table 3-2 (see [Attachment 2](#)). (T-2)

3.6.2. Distance between refueling aircraft and taxiing aircraft is 50 feet; however, part of any aircraft may pass within 50 feet of a FARP operation as long as the operating engines of the taxiing aircraft do not penetrate the 50-foot criteria as prescribed in TO 00-25-172, Table 3-2 (see [Attachment 2](#)). (T-2)

### **3.7. FARP Layout:**

3.7.1. Minimum distance between tanker Single Point Refueling (SPR) and receiver SPR will be 300 feet (see [Attachment 2](#)). (T-2) **Exception:** Modified Two point (A/MH-6 receivers only) will be 200 feet. (T-2)

3.7.2. Minimum distance between refueling points is 200 feet (See [Attachment 2](#)). (T-2) **Exception:** Minimum distance between refueling points when refueling two fixed wing or two V-22 receiver aircraft will be 400 feet. (T-2)

3.7.3. When able consider positioning tanker aircraft 45° off centerline. This should reduce engine blast sustained by the Hot Refueling Supervisor (HRS), HDPs and receiver aircraft.

3.7.4. Make every effort to position Forward Area Manifold (FAM) Cart and refueling points on hard surface. Mission scenario and FARP site location will dictate placement of FAM Cart and refueling points. (T-2)

3.7.5. Certify site for the largest type tanker aircraft and the maximum number of refueling points the site can support. Consider the length, width and weight bearing capacity of runway and FARP site. (T-2)

3.7.6. Certify site for the largest type rotary/tiltrotor receiver aircraft. Consider the V-22 as the largest rotary/tiltrotor receiver aircraft and if able certify the site for V-22 and smaller. (T-2) **Note:** Current FARP surveys that authorize C-130 tanker (or larger) to C-130 receiver, requires no written or verbal approval to FARP the V-22 as a single receiver.

3.7.7. Ensure area will allow spilled fuel to drain away from the aircraft and FARP equipment. Spilled fuel will not be allowed to drain into a stream, river, or drainage ditch. Servicing within 120 feet of drainage ditches/low lying areas and pressurized fuel servicing components shall be avoided due to explosive fuel vapor accumulation (see [Attachment 2](#)). (T-2)

3.7.8. Emergency Egress and Reassemble Area. Ensure both tanker and receiver aircraft have a minimum unobstructed egress distance of 1,000 feet to taxi from the FARP site in the event of an emergency. Rotary-wing/Tiltrotor aircraft may have a flyaway egress route in lieu of taxi distance. If the distance is less than 1,000 feet or egress area is obstructed, tanker/receiver aircraft will perform FARP in a cold environment only. (T-2)

3.7.9. Identify type surface (concrete, asphalt, clay, grass, dirt, etc.).

3.7.10. Identify and list obstacles and hazards within the vicinity of the FARP site.

3.7.11. Rescue and fire coverage. Ensure vehicle and equipment availability for largest aircraft using the site. Ensure fuel spill response capability to include HAZMAT response. The installation fire chief/designated representative will determine the best location to posture fire protection vehicles. An Aircraft Rescue and Fire Fighting (ARFF) vehicle will be on scene (or on alert as determined by the base fire chief) prior to commencing FARP operations. When required, the ARFF vehicle will be positioned in clear view of the FARP operation to monitor visual signals from FARP team members and if possible, maintain radio contact with the ST controller, tanker/receiver aircraft, or tower. (T-2) **Note:** For exercises and contingencies ARFF coverage may not be available.

3.7.11.1. When performing FARP operations, always position a fire extinguisher, minimum of one 20-pound dry chemical or equivalent, in the immediate vicinity of the tanker SPR panel, at each receiver point, and at the FAM Cart, when used. (T-2)

3.7.11.2. When the site specific contingency plan is implemented follow AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operations*. (T-2)

## Chapter 4

### FARP SITE SURVEY PACKAGE

#### 4.1. Survey Package Contents. The survey package will consist of the following items: (T-2)

4.1.1. FARP site survey approval letter from wing/group to HQ AFSOC/A3V (See [Figure A10.1](#)).

4.1.1.1. List FARP site survey team members to include: name, rank, duty title, unit and telephone number.

4.1.1.2. Unit performing FARP site survey.

4.1.1.3. Name of site, date survey completed, and location of the airfield or landing zone.

4.1.2. Tab 1. AF Form 4066, *Forward Area Refueling Point (FARP) Site Survey*.

4.1.3. Tab 2. Include drawings of FARP site(s) depicting aircraft parking and refueling points, clearances, holding areas, egress, obstacles, etc. to include suggested ARFF position. Attach photographs if available (see [Figure A10.2](#) and [Figure A10.3](#)).

4.1.4. Tab 3. Support agreement or MOA to address host base support requirements (not required for temporary FARP site surveys). (See [Figure A10.4](#))

4.1.5. Tab 4. AF Form 813, *Request for Environmental Impact Analysis*. Temporary FARP site surveys refer to [Paragraph 3.5](#)

4.1.6. Tab 5. Appropriate Landing Zone Survey (required for unpublished airfields).

**4.2. FARP Survey Review Process.** The following paragraphs outline the FARP survey process from performing the initial groundwork to listing the completed survey on the HQ AFSOC/A3V database. **Note:** FARP surveys become obsolete 5 years after date of MAJCOM approval (block 16 of AF Form 4066) and must be recertified prior to use. Surveys will be re-accomplished when a change in conditions on which the survey is based makes it invalid. If there are no changes to the original site survey, recertification may be accomplished by a FARP qualified group Stan/Eval or Tactics loadmaster/SMA, ST, or ST-certified surveyor. Annotate the date of recertification, surveyor, and reviewer on a MFR. Forward the MFR to HQ AFSOC/A3V for approval. Once approved, the survey will be valid for another 5 years from the date signed. (T-2)

4.2.1. The surveyor (AF Form 4066, item 5) and site certification team conduct the FARP survey (i.e., measurements, coordinates, calculating size, obtaining maps and creating diagrams) and annotate the results on an AF Form 4066. The surveyor will be a ST FARP surveyor or a certified civilian. A certified civilian may be a GS employee, contractor, and/or temporary contractor hired by DOD to perform survey specific duties. All civilian certified members will be trained IAW the current AFSOC FARP survey training guidance. All surveyors must be capable of performing the required survey duties and be familiar with equipment and data computations necessary to complete the survey in order to ensure accuracy. To facilitate future use of surveyed FARP sites, initial surveys will be for the largest tanker, as many points as possible, and for the largest receiver aircraft. List detailed restrictions as required. (T-2)

4.2.2. The review authority (AF Form 4066, item 11) is a FARP qualified operations group Stan/Eval or Tactics Loadmaster/SMA. This review ensures the survey form is complete, accurate, and meets the criteria for planned FARP operations. (T-2)

4.2.3. Forward completed survey packages to HQ AFSOC/A3V approval of permanent and temporary site certifications (AF Form 4066, item 17). All approved surveys will be added to the master survey listing maintained by HQ AFSOC/A3V. (T-2) **Exception:** For short-notice exercises and contingencies, AVTEG and 66 AOS may authorize the use of temporary FARP sites surveyed IAW this AFI and TO 00-25-172. Surveys will be accomplished by ST, or ST-certified surveyor. (T-2)

**4.3. Sister Service FARP Sites.** FARP sites that have been surveyed and certified by a sister service do not require additional certification. Their local procedures will apply as long as they meet area size, emergency egress, and reassemble criteria in this instruction. If the existing sister service survey does not meet **Chapter 3** criteria, do not use the site for FARP operations. Forward a copy of the survey and local procedures to HQ AFSOC/A3V for review and inclusion in the master survey listing. (T-2)

**4.4. FARP at Other Than United States-Controlled Sites.** When FARP operations are proposed for sites that are under other than US military control, the survey will meet the criteria listed in **Chapter 3** prior to use. (T-2)

4.4.1. The appropriate host country military counterparts will approve the site for use during FARP operations. (T-2)

4.4.2. The appropriate host country military counterparts are requested to assist in the site certification.

**4.5. Existing FARP surveys.** To use an existing survey for aircraft not included in item 30D of the AF Form 4066; the survey may be updated by requesting a review of the survey by an ST or ST-certified surveyor to ensure the aircraft meets certification criteria and complete a memorandum for record. Annotate the date of review, surveyor, and reviewer, forward to HQ AFSOC/A3VM for approval.

**4.6. Completion of AF Form 4066:**

4.6.1. Block 1. Enter appropriate name of FARP site. Multiple sites located on one airfield will be certified separately. (T-2)

4.6.2. Block 2. Enter location of FARP site. List airfield location.

4.6.3. Block 3. Mark whether site is a permanent or temporary site.

4.6.4. Block 4. Enter date ST surveyed location.

4.6.5. Block 5. Enter full name and grade of ST surveyor.

4.6.6. Block 6. Enter DSN, commercial (COMM) and FAX phone number of ST surveyor.

4.6.7. Block 7. Enter unit of ST surveyor.

4.6.8. Block 8. Enter unit location of ST conducting survey.

4.6.9. Block 9. Signature of ST or ST-certified surveyor.

- 4.6.10. Block 10. Enter date of review. Reviewer must be a FARP qualified operations group Stan/Eval or Tactics Loadmaster/SMA with extensive knowledge of FARP operations. (T-2)
- 4.6.11. Block 11. Enter full name and grade of reviewer.
- 4.6.12. Block 12. Enter DSN, COMM and FAX phone number of reviewer.
- 4.6.13. Block 13. Enter unit of reviewer.
- 4.6.14. Block 14. Enter unit location of reviewer.
- 4.6.15. Block 15. Signature of reviewer.
- 4.6.16. Block 16. Enter date of approval.
- 4.6.17. Block 17. Enter full name and grade of approval authority (refer to [Paragraph 3.2](#) for permanent sites and [Paragraph 3.4](#) for temporary site approval authority).
- 4.6.18. Block 18. Enter DSN, COM and FAX phone number of approval authority.
- 4.6.19. Block 19. Enter unit of approval authority.
- 4.6.20. Block 20. Enter unit location of approval authority.
- 4.6.21. Block 21. Signature of approval authority.
- 4.6.22. Block 22. Enter POC, location, and frequency of range control facility.
- 4.6.23. Block 23. Enter DSN, COMM and FAX phone number of range control facility.
- 4.6.24. Block 24. Enter POC and location for airfield management at FARP site location.
- 4.6.25. Block 25. Enter DSN, COMM and FAX phone number of airfield management POC.
- 4.6.26. Block 26. Enter POC and location for ARFF at FARP site location.
- 4.6.27. Block 27. Enter DSN, COMM and FAX phone number of ARFF POC.
- 4.6.28. Block 28. Enter POC and location for environmental matters at FARP site location.
- 4.6.29. Block 29. Enter DSN, COMM and FAX phone number for environmental POC.
- 4.6.30. Block 30. Annotate the following in items 30A. - 30L.
- 4.6.30.1. Item 30A. Enter FARP site location on airfield.
- 4.6.30.2. Item 30B. Enter FARP site surface (concrete, asphalt, clay, grass, dirt, etc.).
- 4.6.30.3. Item 30C. Enter the largest tanker aircraft certified for FARP site location. Specify in remarks any restrictions.
- 4.6.30.4. Item 30D. Enter “All aircraft certified IAW TO 00-25-172”, or specify restrictions. (Example: all rotary wing except V-22. All fixed wing except C-17).
- 4.6.30.5. Item 30E. Enter total number of refueling points certified for FARP site.
- 4.6.30.6. Item 30F. Enter the position of the tanker and marshaling instructions.
- 4.6.30.7. Item 30G. Enter the position of the receiver(s), marshaling and laager instructions. Address both right and left hand receivers, if required.

- 4.6.30.8. Item 30H. Enter emergency egress instructions for both tanker and receiver aircraft.
- 4.6.30.9. Item 30I. State whether environmental impact analysis has been completed and whether it is attached or on file with airfield management/range control.
- 4.6.30.10. Item 30J. List all obstacles and hazards in the vicinity of the FARP site.
- 4.6.30.11. Item 30K. Indicate location of ARFF and notification procedures to be used in the event of a ground emergency.
- 4.6.30.12. Item 30L. List any additional pertinent information (e.g., fuel spill procedures to include containment, liability phrase, munitions trans-load, risk assessment, FARP site survey team members).



## Chapter 5

### FARP OPERATIONS

#### 5.1. Personnel Required to Conduct FARP Operations.

5.1.1. All fixed wing aircraft, when acting as the tanker, require the following personnel: Pilot, Copilot, Flight Engineer (if normal crew complement), Loadmaster (if normal crew complement), HRS, Panel Operator (PO), and one HDP for each refueling point. (T-2)

5.1.2. All fixed wing aircraft, when acting as the receiver, require the following personnel: Pilot, Copilot, Flight Engineer (if normal crew complement), Loadmaster (if normal crew complement), and PO. When the receiver aircraft crew complement does not allow for a PO, the tanker will provide the PO. Example: A-10 or Remotely Piloted Aircraft (RPA). When receiving fuel from other than tanker aircraft, the receiver will provide the HRS. (T-2)

#### 5.2. FARP Training.

5.2.1. Provide initial and continuation training in accordance with AFI 23-201 (HDPs only), 11series instructions, and applicable MAJCOM training guides. These training programs apply to all personnel involved in the operation except ST. (T-2)

5.2.2. Initial and continuation training of FARP personnel is conducted jointly by aircrew and fuels instructors in three distinct phases. HDPs will receive training in conjunction with aircrew training. (T-2)

#### 5.3. FARP Certification Training.

5.3.1. Phase I, Classroom Training. An instructor will review applicable technical data, procedures, and guidance with students to familiarize them with the FARP process and any special equipment required. Ensure safety requirements, emergency procedures, and equipment inspections are stressed. All personnel involved in FARP operations will complete this training as a minimum. (T-2)

5.3.2. Phase II, Hands-On Training. This phase applies the information learned in Phase I and progresses to the level of in-depth knowledge and proficiency in all facets of FARP, including proper operation, preventive maintenance, and emergency procedures. This training simulates FARP operations by performing all tasks without aircraft engine(s) running to include pressurizing fuel hoses and operation of forward area refueling equipment (FARE). A day and night iteration is required. Phase II training is required for loadmasters/SMAs, combat system operator (CSO) (except for EC-130J), and HDPs. (T-2)

5.3.3. Phase III, Certification. This phase consists of an actual demonstration of FARP under the supervision of an instructor. Tanker and receiver aircraft engines must be running and fuel transfer to another aircraft shall be accomplished. All personnel involved in FARP operations will accomplish a day and night iteration. (T-2) **Note:** The day iteration may be waived by the instructor based on student proficiency. If receiver aircraft abort after the site has been established, the instructor may certify crewmembers if all other duties are accomplished. **Note:** For C-130 flight engineers on universal aerial refueling receptacle slipway installation (UARRSI) equipped aircraft, if no receiver is available then Phase III training may be completed without an actual receiver provided fuel lines are pressurized.

5.3.3.1. Document completion of training and certification in the individual flight evaluation folder or AF Form 4132 and enter it into ARMS, if applicable.

5.3.4. FARP qualified aircrew members are qualified to dispense/receive fuel to/from FARE.

#### **5.4. FARP Continuation Training.**

5.4.1. Aircrew member currency and annual refresher training will be IAW AFI 11-2MDS Vol 1s, and MAJCOM Directives. (T-2)

5.4.2. HDP currency will be IAW AFI 23-201, Table A6.1 and MAJCOM Directives. (T-2)

**5.5. Aircraft Fuel Servicing Procedures.** Personnel performing these operations will have a thorough knowledge of TO 00-25-172, specifically **Chapter 2** (Electrostatic Hazards and Static Grounding and Bonding) and **Chapter 6** (Specialized Aircraft Fueling Operations). FARP personnel operating refueling equipment during blacked-out operations must be Night Vision Goggle (NVG) qualified. (T-2)

5.5.1. SSEA Reports. Policy and procedural information is incorporated in technical orders, regulations, instructions, manuals, and training programs by the MAJCOM.

5.5.2. Joint MAJCOM Involvement. When FARP operations involve resources of more than one command, the approval of each affected MAJCOM is required. Furnish a copy of each MAJCOM approval to HQ AFSOC/A3V/A4RE and HQ AMC/A3DJ.

5.5.3. Under no circumstances will refueling be accomplished in a position that will impede the forward movement of the aircraft in the event of a ground emergency. (T-2)

**5.6. FARP Equipment.** Refueling equipment for FARP operations must be properly maintained to ensure its reliability. The responsibility for maintaining, inspecting, and storing this equipment is the FARP Program Manager. Inspect, store, and maintain fuels servicing equipment IAW FAM Cart manual, *Operation Maintenance & Illustrated Parts Breakdown FAM Cart* and other applicable regulations and technical orders. (T-2)

5.6.1. FARP equipment will be stored IAW AFI 23-201 and the FAM Cart manual. Fuels management team members will prepare/maintain FARP equipment in a ready to deploy posture. (T-2)

5.6.2. The unit FARP Team will provide a spill containment kit capable of containing/absorbing 25 gallons of fuel. (T-2) **Note:** Units conducting FARP will be responsible for any cost incurred for cleanup and taxiway/runway repair directly related to fuel spills as a result of their FARP operations. (T-2)

5.6.3. The FARP Program Manager is responsible for periodic inspection/maintenance of the FAM Cart and hydrostatic testing of the servicing hoses, IAW TO 37A-1-101, *General Instructions, USAF Fuel, Water and Lubricant Dispensing Equipment* and the FAM Cart manual.

5.6.4. Use only approved equipment specified in TO 00-25-172 and FAM Cart Technical Manual for FARP operations. Tasked units will deploy with all equipment listed in JFARP UTC. Deviations require MAJCOM approval. Report damage or equipment malfunctions to HQ AFSOC/A4RE and the appropriate MAJCOM functions. (T-2)

**5.7. Extra Equipment and Clothing Requirements.** The wear of Gortex is authorized for aircraft servicing with JP-5/8/10, Jet-A, and diesel fuel (including mixed fuel criteria). Personnel will not wear Gortex within 50 feet when servicing aircraft with JP-4 or ground servicing with mobility gasoline (MOGAS). (T-2)

5.7.1. All personnel performing PO, HRS, and HDP duties will have the following equipment/clothing: (T-2)

5.7.1.1. Spare Nomex flight gloves.

5.7.1.2. Extra flight suit/complete change of clothes (including flight boots).

5.7.1.3. NVGs with spare battery on your person (as required).

5.7.1.4. Eye Protection.

5.7.1.5. Survival vest/Body armor (as required).

5.7.1.6. Overt/infrared (IR) chemlights (as required).

5.7.1.7. Full water container to be carried on each person (e.g., canteen, camel back).

5.7.1.8. IR compatible flashlight (as required).

5.7.1.9. Sealable water and fuel resistant garment bag to store fuel-soaked clothing.

5.7.2. Suggested additional items:

5.7.2.1. Towel.

5.7.2.2. Eye drops.

5.7.2.3. Extra-large Ziploc bags. **Note:** Contact of fuel to human skin causes minor burns, irritation and loss of body oils. Immediately, remove all fuel soaked clothing and wash affected areas thoroughly. Put on clean clothing and seal fuel soaked clothes in a plastic bag. Clothing splashed or soaked with fuel will not be worn on aircraft due to combustion and fume hazard. (T2)

**5.8. Marshaling Requirements.** USAF marshallers will be qualified IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. HDPs will not be used to marshal aircraft. (T2)

5.8.1. ST will marshal and control all aircraft movement into and out of the FARP site. (T-2)

5.8.2. If ST is not available, all aircraft are responsible for self-marshaling into and out of the FARP site.

5.8.2.1. All rotary-wing and tiltrotor aircraft will land prior to the FARP site and deplane a crewmember to marshal the aircraft to the designated refueling point (an operational refueling point is identified by an IR chemlight placed on the fire extinguisher at the refueling point). (T-2)

5.8.2.2. If rotary-wing aircraft with limited crew complement are to be refueled, they will self-marshal to the designated refueling point. (T-2)

5.8.3. If rotary-wing aircraft equipped with skids are to be refueled or terrain features do not allow for landing just prior to the FARP site, they will hover taxi to the designated refueling point. (T-2)

5.8.4. Each rotary-wing and tiltrotor receiver should be marshaled/self-marshaled into position so that its refueling receptacle is 25 feet from the IR chemlight placed on the fire extinguisher.

5.8.5. Each fixed-wing receiver aircraft should be marshaled into a position so that its refueling receptacle is 50 feet from the IR chemlight placed on the fire extinguisher.

5.8.6. Aircraft commanders must ensure marshaling procedures are prebriefed between the tanker and receiver aircraft prior to FARP operations. (T-2)

5.8.7. These procedures must be strictly adhered to at all times, ensuring all safety requirements are met. (T-2)

TOD D. WOLTERS, Lt Gen, USAF  
Deputy Chief of Staff for Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operations*, 24 January 2007

Air Force Instruction 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012

AFI 11-218, *Aircraft Operation and Movement on the Ground*, 28 October 2011

AFI 23-201, *Fuels Management*, 23 January 2012

AFI 25-201, *Support Agreements Procedures*, 1 May 2005

AFI 32-2001, *Fire Emergency Services Program*, 9 September 2008

AFI 33-332, *Air Force Privacy Program*, 16 May 2011

AFI 33-360, *Publications and Forms Management*, 7 February 2013

AFI 91-202, *The US Air Force Mishap Prevention Program*, 5 August 2011

AFMAN 33-363, *Management of Records*, 1 March 2008

AFPD 11-2, *Aircrew Operations*, 19 January 2012

TO 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, 10 February 2010

TO 37A-1-101, *General Instructions, USAF Fuel, Water and Lubricant Dispensing Equipment*, 1 July 2011

TO 00-35D-54-WA-1, *USAF Deficiency Reporting, Investigation, and Resolution*, 1 November 2011

Technical Manual, *Operations Maintenance & Illustrated Parts Breakdown FAM Cart*, 15 March 2006

***Prescribed Forms***

AF Form 4066, *Forward Area Refueling Point (FARP) Site Survey*

AF Form 4132, *FARP Hose Deployment Personnel (HDP) Training Report*

AF Form 4134, *Forward Area Refueling Point (FARP) Budget Requirements*

***Adopted Forms***

AF Form 813, *Request for Environmental Impact Analysis*

AF Form 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**ABFDS**—Aerial Bulk Fuels Delivery System

**ACC**—Air Combat Command

**ACE**—Alternate Capability Equipment

**AFI**—Air Force Instruction

**AFPD**—Air Force Policy Directive

**AFR**—Air Force Reserves

**AFSC**—Air Force Specialty Code

**AFSOC**—Air Force Special Operations Command

**AMC**—Air Mobility Command

**ANG**—Air National Guard

**ARFF**—Aircraft Rescue and Fire Fighting

**ARMS**—Aviation Resource Management System

**ASEV**—Aircrew Standardization Evaluation Visit

**ATC**—Air Traffic Control

**AVTEG**—Aviation Tactics Evaluation Group

**Chemlight**—A non-toxic, non-heat producing chemical light source

**Cold FARP**—Aircraft engines not running (to include GTC/APU)

**COMM**—Commercial

**CONUS**—Continental United States

**CSO**—Combat System Operator

**DOD**—Department of Defense

**Dry Break**—Connection between equipment in which minimal fuel loss occurs when disconnected

**EM**—Emergency Management

**FAM**—Forward Area Manifold. A cart designed to serve as a fuel distribution center and auxiliary pump.

**FARE**—Forward Area Refueling Equipment

**FARP**—Forward Area Refueling Point

**FARP Site**—The location/area where the refueling occurs

**FSSZ**—Fuel Servicing Safety Zone. Area within 50 feet of a pressurized fuel servicing component and 25 feet around fuel vent outlets of aircraft.

**HAZMAT**—Hazardous Material

**HDP**—Hose Deployment Personnel

**HRS**—Hot Refueling Supervisor

**IAW**—In Accordance With

**IR**—Infrared

**JFARP**—Joint Forward Area Refueling Point

**LZ**—Landing Zone

**MAJCOM**—Major Command

**MDR**—Material Deficiency Report

**MFR**—Memorandum for Record

**MOA**—Memorandum of Agreement

**MOGAS**—Mobility Gasoline

**NVG**—Night Vision Goggles

**OGS**—AMC Operations Group Special Operations

**OPR**—Office of Primary Responsibility

**PO**—Panel Operator

**POC**—Point of Contact

**RFM**—Refueling Maintenance Flight

**RPA**—Remotely Piloted Aircraft

**SMA**—Special Mission Aviator

**SPR**—Single Point Refueling

**SSEA**—System Safety Engineering Analysis

**ST**—Special Tactics

**UARRSI**—Universal Aerial Refueling Receptacle Slipway Installation

**UTC**—Unit Type Code

## Attachment 2

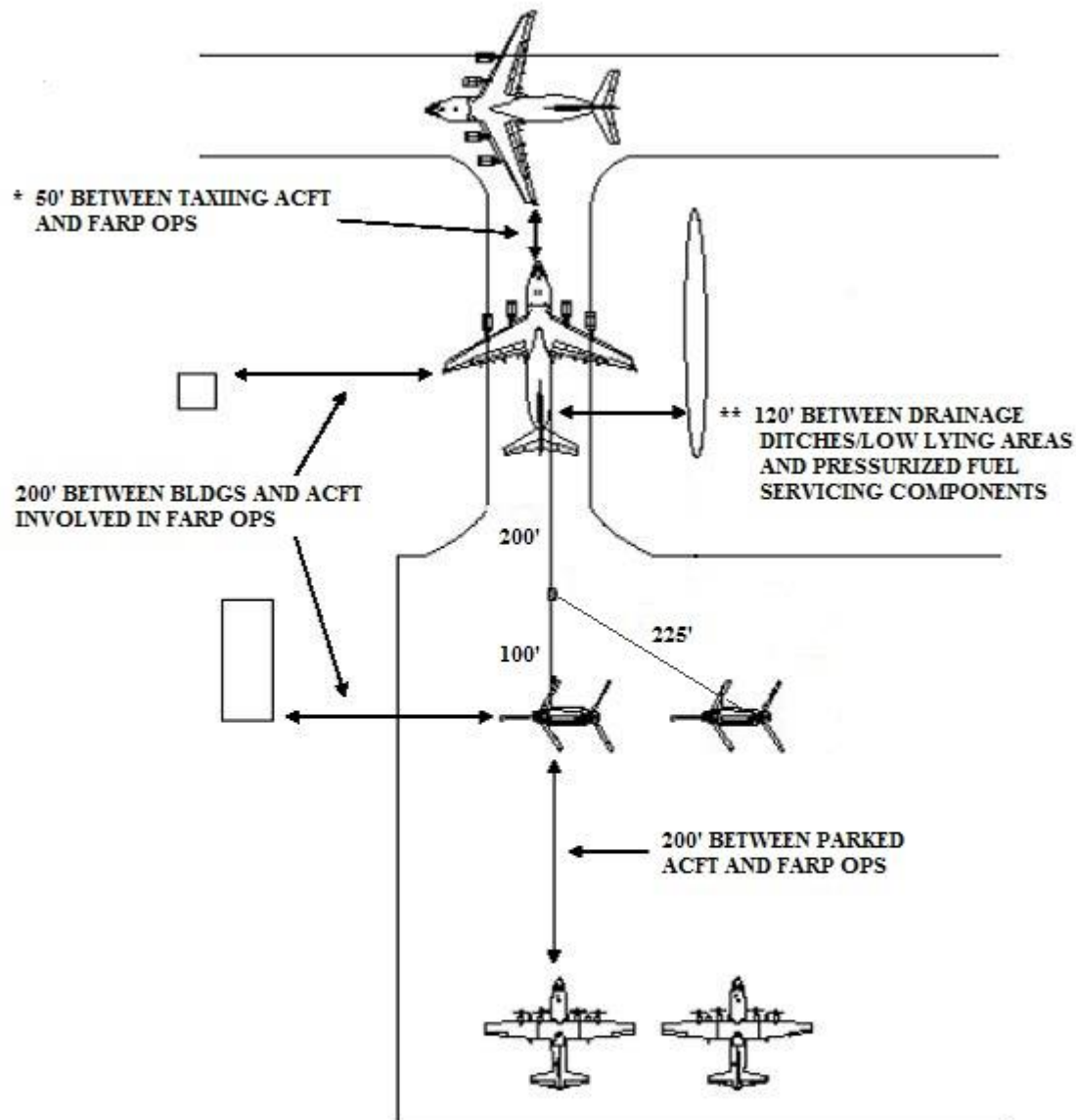
## FARP SITE SURVEY DISTANCE CRITERIA (DISTANCE IN FEET)

Table A2.1. FARP Site Survey Minimum Distance Criteria.

Item	Tanker Aircraft	Receiver Aircraft
Mass Refueling Unit	200'	200'
Taxiing Aircraft	*50'	*50'
Inhabited Buildings	200''	200''
Aircraft Parking Areas/Uninhabited Buildings	200'	200'
Drainage Ditches/Low Lying Areas/Pressurized Fuel Servicing Components	120'	120'
Receiver Aircraft (Rotary Wing)	**300'	200'
Receiver Aircraft (Fixed Wing)	**300'	400'
Receiver Aircraft (Tiltrotor)	**300'	400'
<p><b>Note:</b></p> <p>1. Distance criteria are measured as the closest distance between any part of an aircraft and building or facility involved. For parking areas, measure from the closest authorized parking positions.</p> <p>2. Ensure both tanker and receiver aircraft have a minimum unobstructed egress distance of 1,000 feet to taxi from the FARP site in the event of an emergency. Rotary-wing aircraft may have a flyaway egress route in lieu of taxi distance. If the distance is less than 1,000 feet or egress area is obstructed, tanker/receiver aircraft will perform FARP in a cold environment only.</p> <p>*Part of an aircraft may pass within 50 feet of a FARP operation as long as the operating engine(s) of the taxiing aircraft do not penetrate the 50-foot criteria.</p> <p>**Distance between tanker SPR and receiver SPR.</p>		



Figure A2.1. FARP Criteria Diagram.



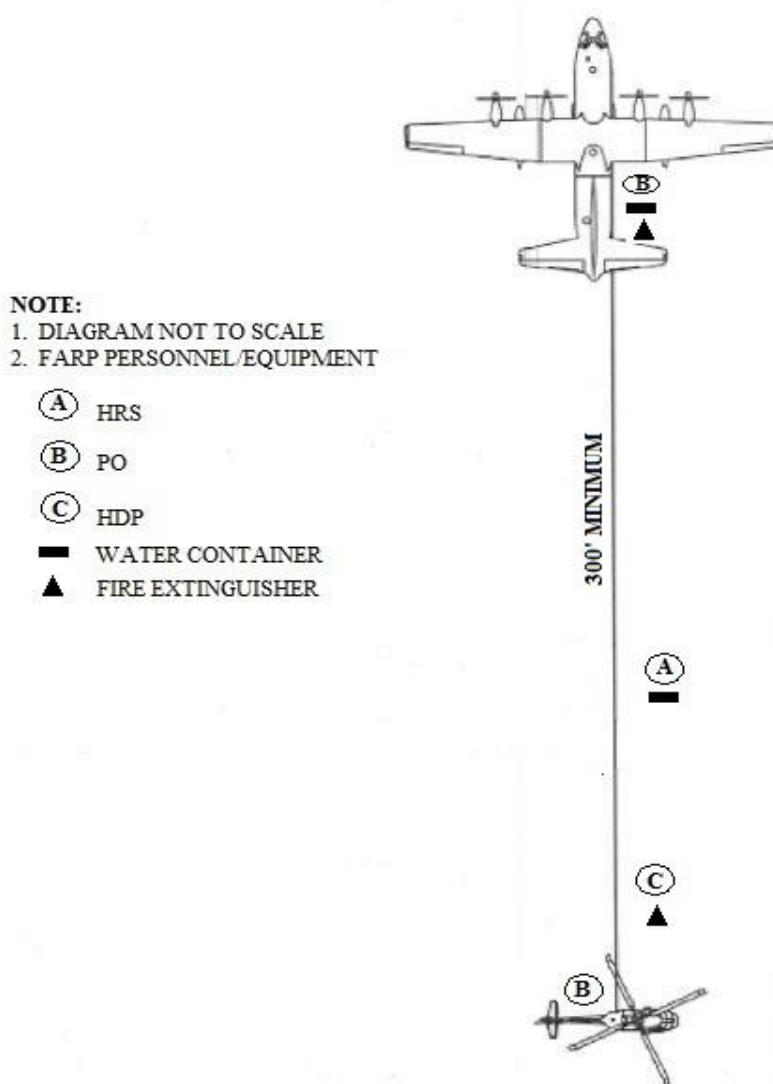
\*Part of an aircraft may pass within 50 feet of a hot refueling operation as long as operating engine(s) of the taxiing aircraft do NOT penetrate the 50 foot criteria.

\*\*Servicing within 120 feet of drainage ditches and low lying areas should be avoided due to explosive vapor accumulation.

## Attachment 3

## TYPICAL SINGLE POINT LAYOUT

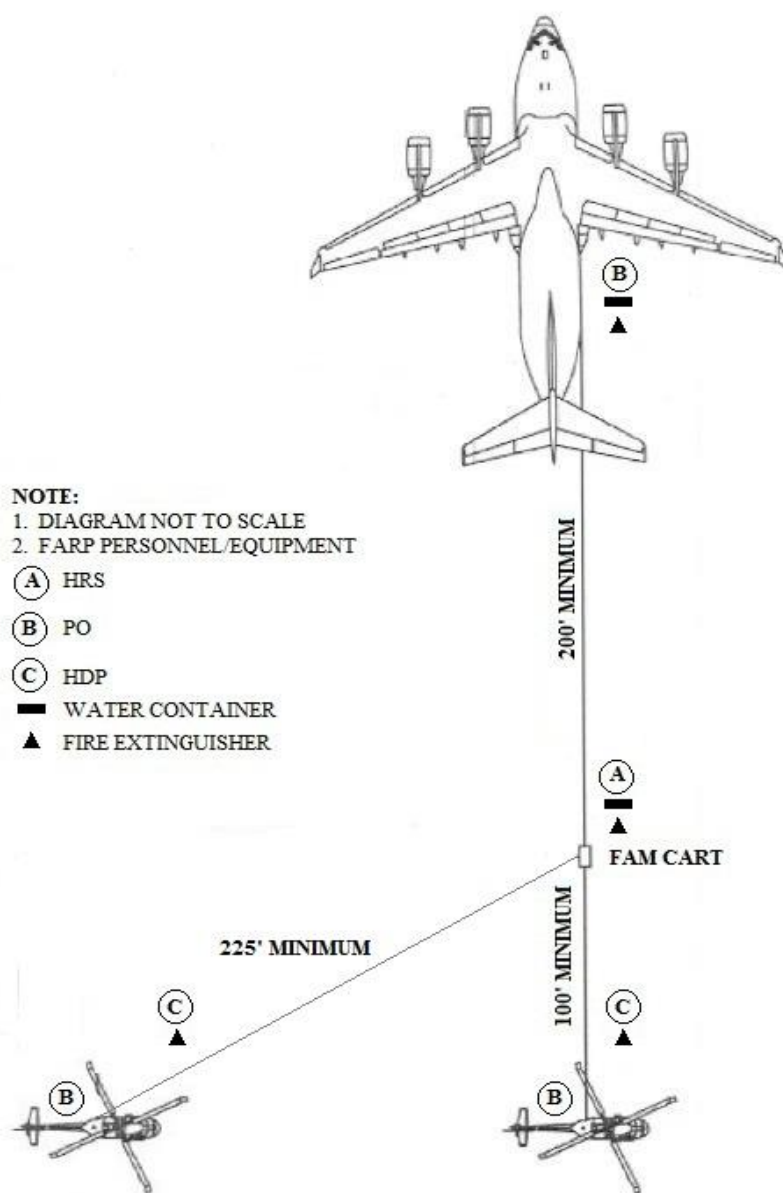
Figure A3.1. Typical Single Point Layout.



## Attachment 4

## TYPICAL TWO POINT LAYOUT

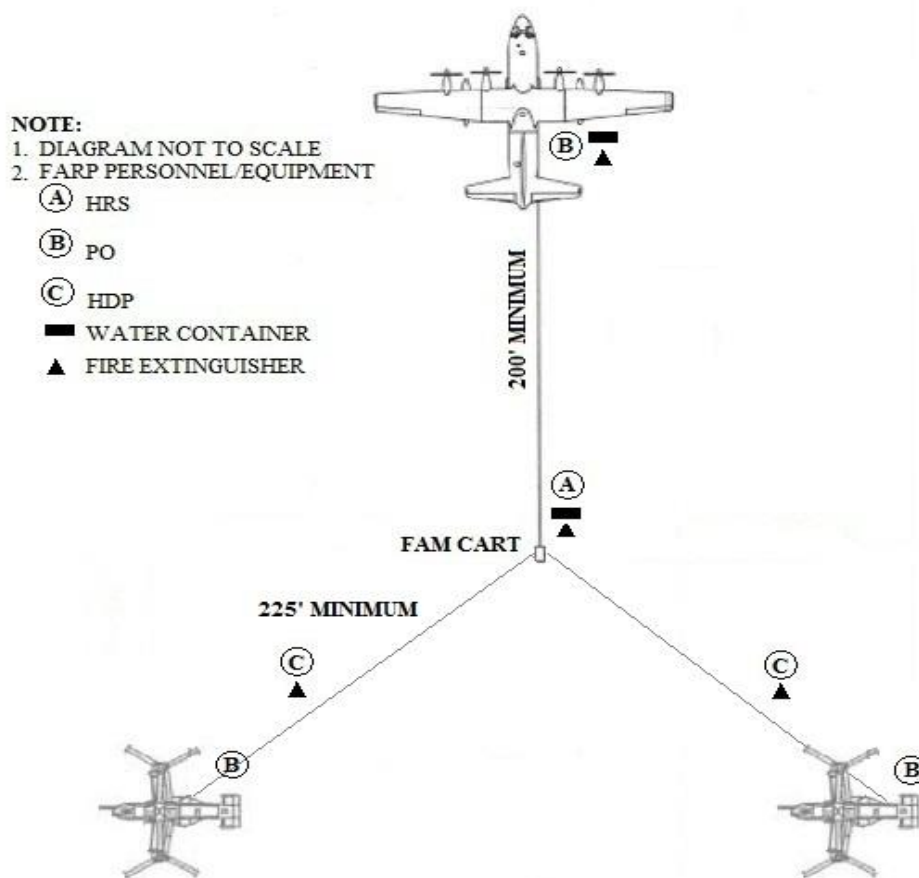
Figure A4.1. Typical Two Point Layout.



## Attachment 5

## TYPICAL TWO POINT LAYOUT TILTROTOR

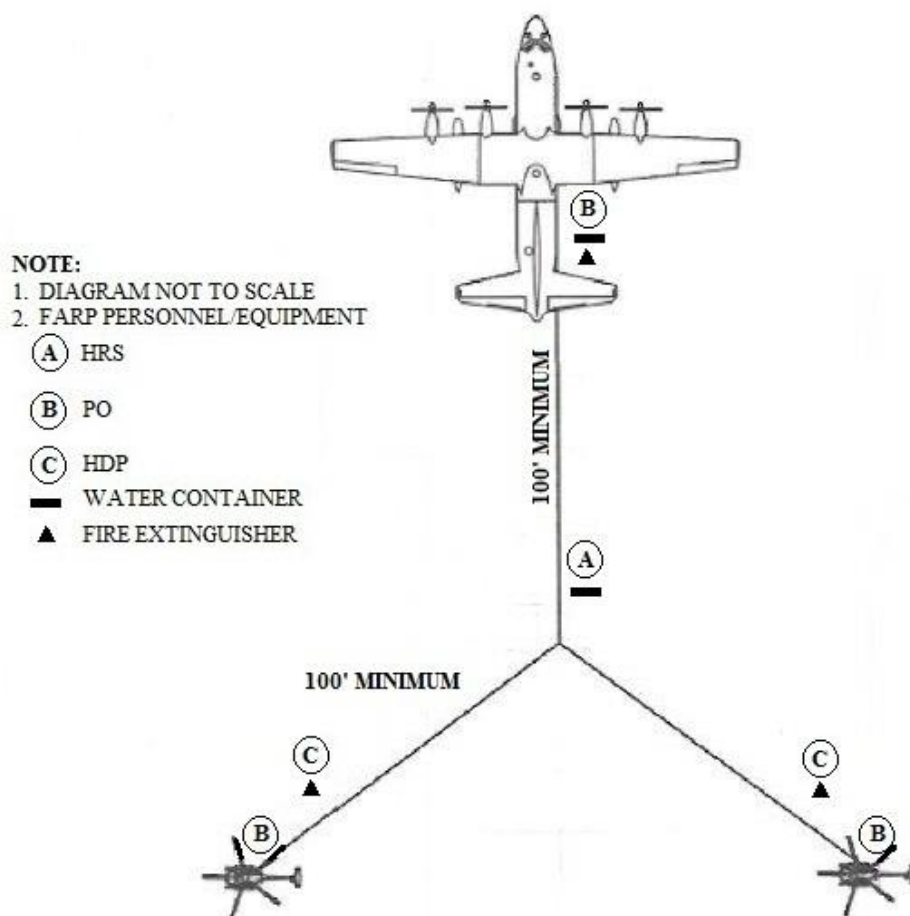
Figure A5.1. Typical Two Point Layout with Tiltrotor.



## Attachment 6

## MODIFIED TWO POINT LAYOUT

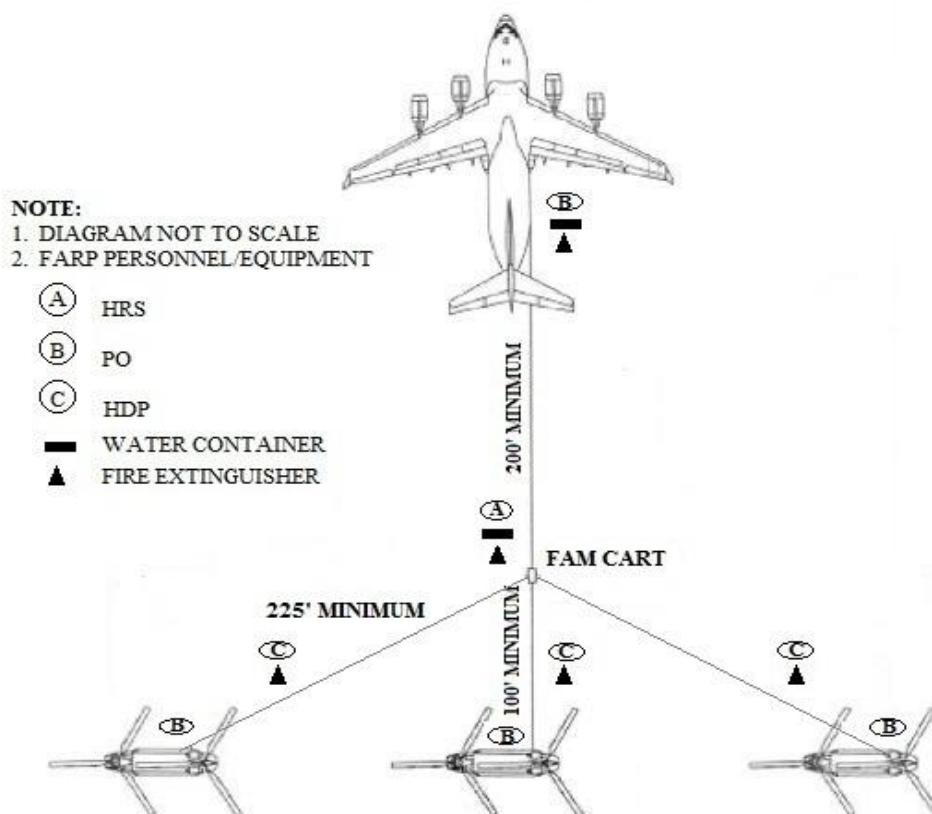
Figure A6.1. Modified Two Point Layout (A/MH-6 receivers only).



## Attachment 7

## TYPICAL THREE POINT LAYOUT

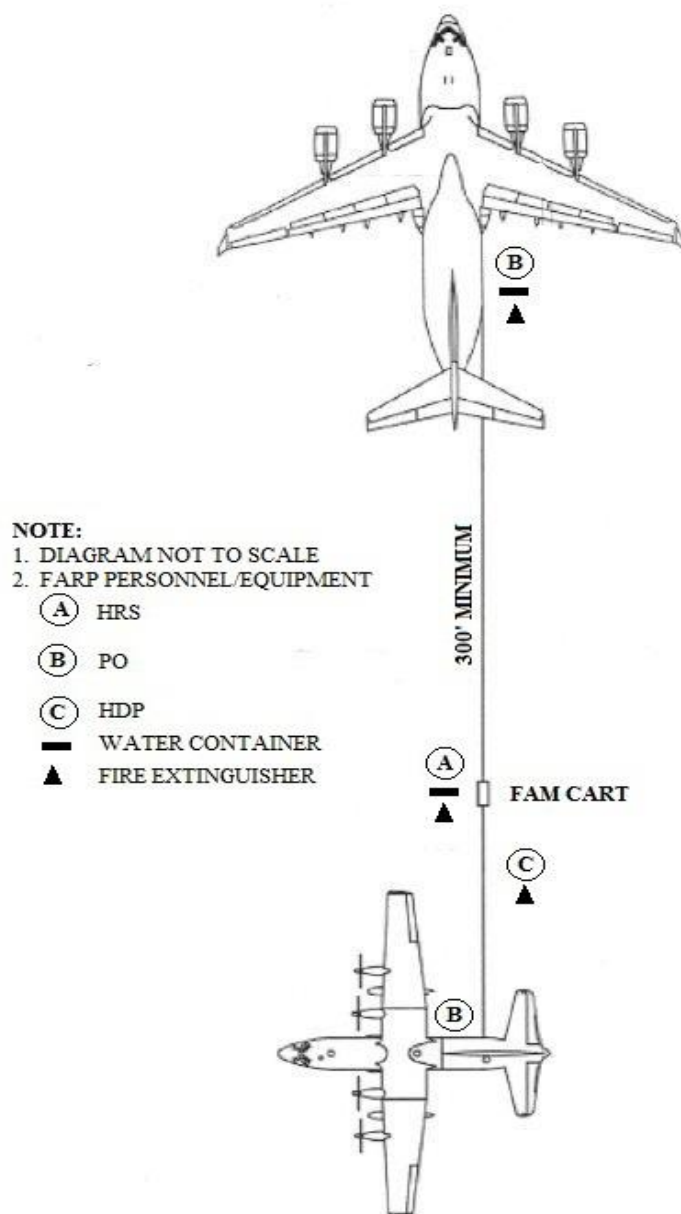
Figure A7.1. Typical Three Point Layout.



## Attachment 8

## TYPICAL FIXED WING TO FIXED WING LAYOUT

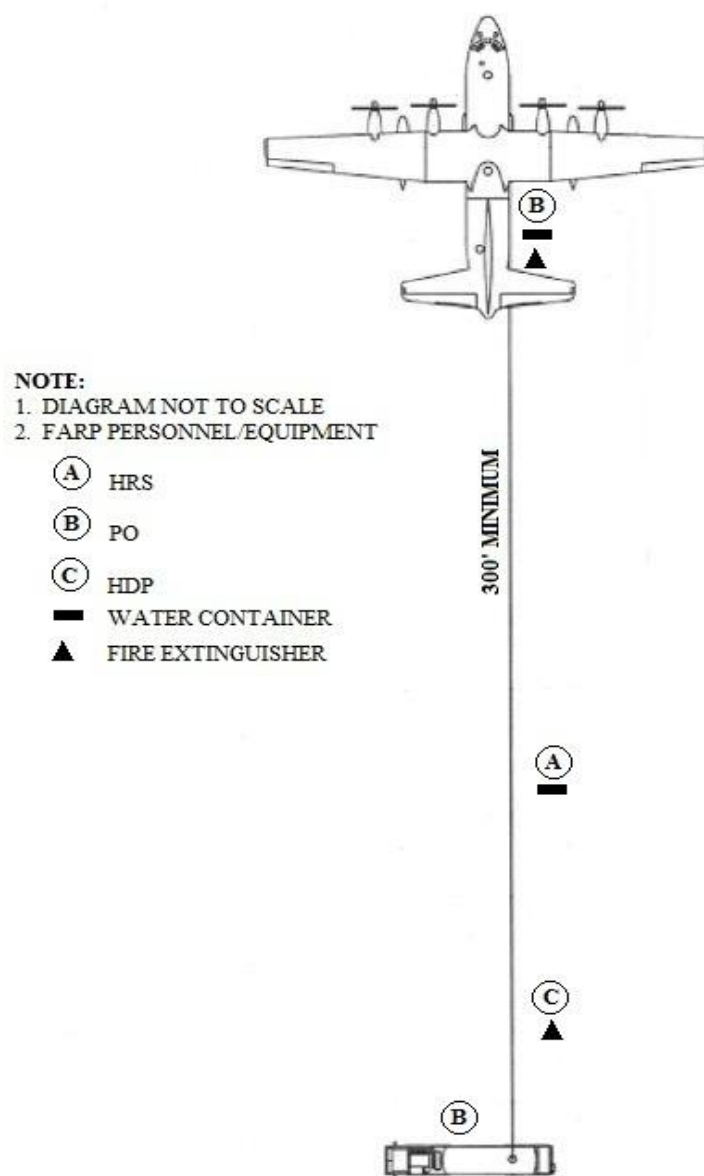
Figure A8.1. Typical Fixed Wing to Fixed Wing Layout.



## Attachment 9

## TYPICAL FIXED WING TO VEHICLE/BLADDER LAYOUT

Figure A9.1. Typical Fixed Wing to Vehicle/Bladder Layout.





**Attachment 10****SAMPLE FARP SITE SURVEY APPROVAL LETTER****Figure A10.1. FARP Site Survey Approval Letter.**

MEMORANDUM FOR HQ AFSOC/A3V

FROM: 1 SOG/CC

215 Bennett Avenue

Hurlburt Field, FL 32544-5735

SUBJECT: Certification of Permanent Forward Area Refueling Point (FARP) Training Sites,  
Cecil Field NAS, FL

1. Request approval for FARP operations at Cecil Field NAS, as described in the attached survey and diagrams.
2. FARP site survey team consisted of:
  - McNulty, James R., CMSgt Team Chief 1 SOG/OGV 579-7369
  - Vitaoe, Anthony T., MSgt Tactics Loadmaster 1SOSS/OSK 579-3118
  - Doyle, Ray C., CMSgt FARP Surveyor 23 STS/DOS 579-2746
  - Dukes, Jonathan W., MSgt Fuels Specialists 1 SOLRS/LGRF 579-6456
  - Hampton, James S., Airfield Manager Cecil Field NAS 860-5481
  - Faulkner, Charlie, Fire Chief Cecil Field NAS 860-5620
  - Guerttman, William D., Environmental Director Cecil Field NAS 860-5620
  - Sundberg, Michael G., Safety Officer Cecil Field NAS 860-5282
3. FARP sites are certified IAW AFI 11-235. Survey was accomplished on 22 Feb 12 for the 1 SOG by the 23 STS, Hurlburt Field, FL.

MICHAEL D. CARROLL, Colonel, USAF  
Commander

4 Attachments:

1. AF Form 4066, FARP Site Survey
2. FARP Diagrams
3. Memorandum of Agreement
4. AF Form 813, Request for Environment Impact Analysis

Figure A10.2. Airfield Diagram.

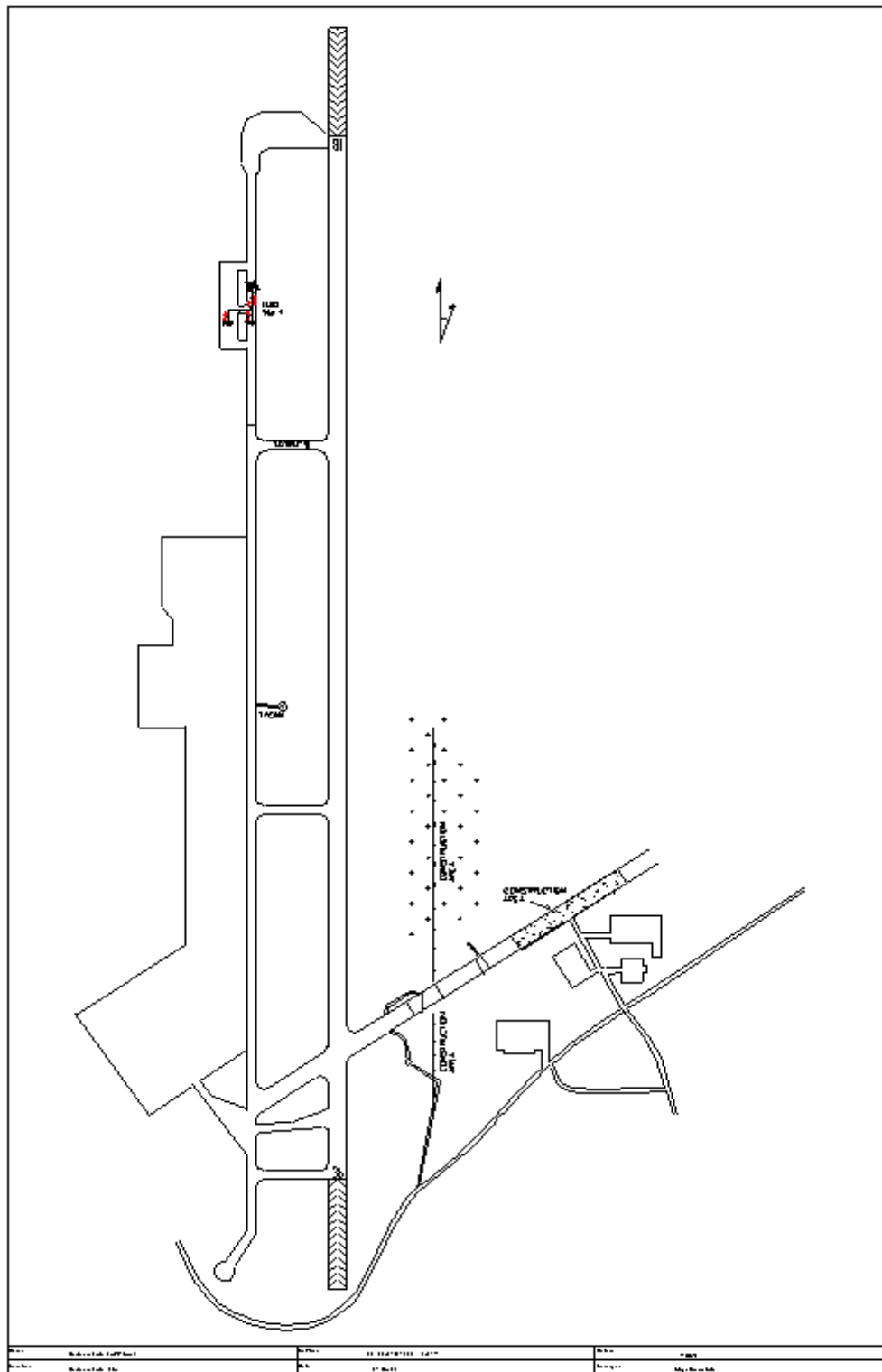
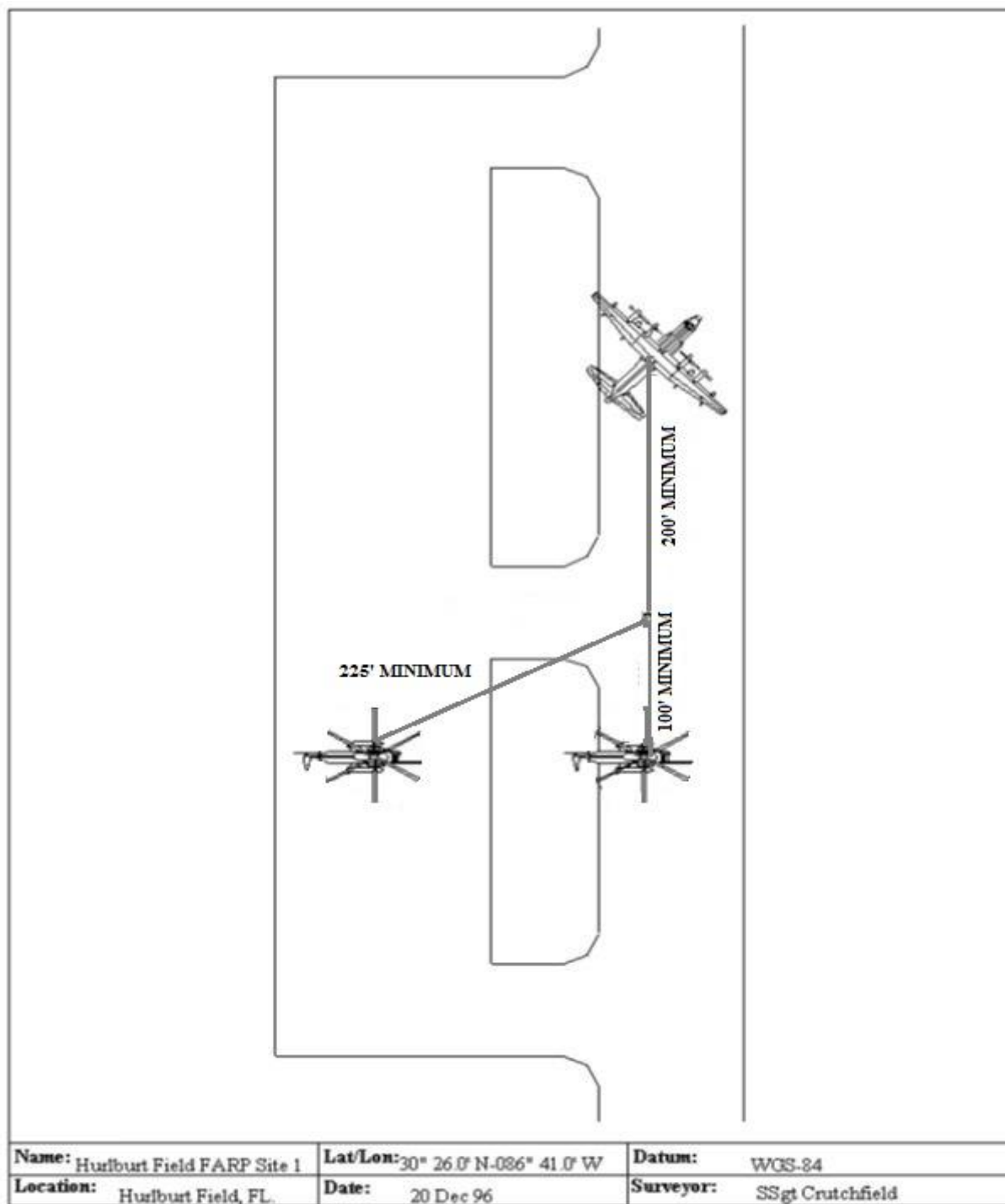


Figure A10.3. FARP Site Diagram.



**Figure A10.4. Sample Memorandum of Agreement (MOA).**

BETWEEN 1st SPECIAL OPERATIONS GROUP AND CECIL FIELD NAS, FL

**1. PURPOSE:** The purpose of this MOA is to outline responsibilities and major actions required to accomplish Forward Area Refueling Point (FARP) operations at Cecil Field NAS, FL, by 1st Special Operations Group (SOG) aircraft.

**2. AUTHORITY:** AFI 11-235.

**3. GENERAL:**

**a. SCOPE:** This MOA documents an agreement on aspects for airfield support of 1 SOG FARP operations at Cecil Field NAS as outlined in the attached FARP site survey.

**b. ASSUMPTIONS:**

(1) Mr. Samuel Goble at DSN 860-5481 is responsible for airfield management at Cecil Field NAS, FL.

(2) 1 SOG aircraft will not use Cecil Field NAS airfield after the normal airfield closure times established in the IFR Supplement without prior coordination. All extensions must be coordinated at least 1 week in advance.

(3) Aircraft other than those assigned to the 1 SOG may participate in FARP operations with prior coordination/approval through the airfield management at DSN 860-5481.

**4. RESPONSIBILITIES:** If specific support agreed to in this MOA cannot be provided, prompt notification of the changes or shortfalls is requested. Initial notification may be telephonic but must be substantiated with message traffic to the requesting unit. This MOA will be reviewed by both parties IAW AFI 25-201.

**a. LOGISTICS SUPPORT:**

(1) Rescue and fire coverage:

**b. OPERATIONAL SUPPORT:** If required.

**c. MANPOWER:** As appropriate.

**d. AGREEMENT AND ADMINISTRATION:** As appropriate.

Appropriate required signatures